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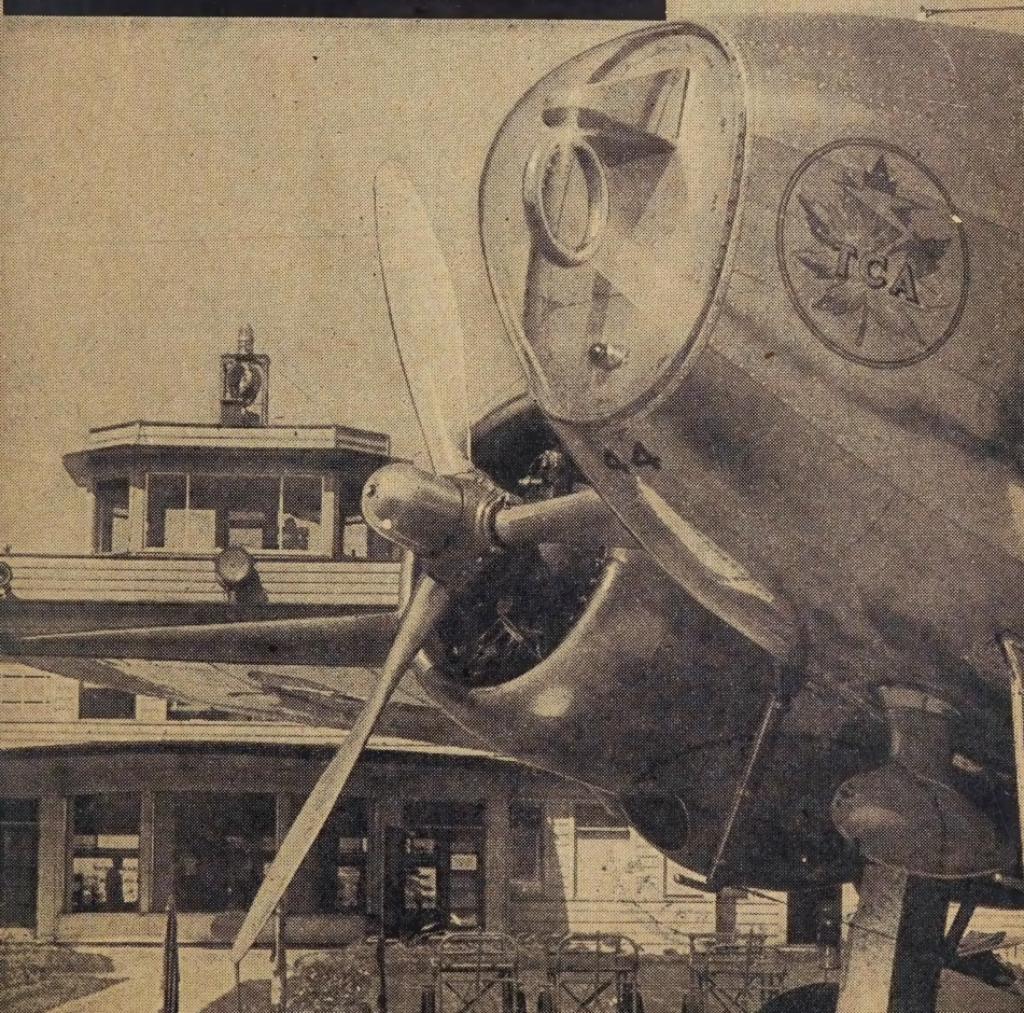
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CANADA AT WAR

No. 41

OCTOBER

1944



Contents for October

CANADA'S SKY CROSSROADS	3		
<i>Future Charted for Civil Aviation</i>			
LOOKING TO THE PACIFIC	11		
<i>What is to be Canada's Role?</i>			
THE ROYAL CANADIAN ENGINEERS	15		
<i>Sappers Clear Way for Victory</i>			
CANADA GROWS IN EXTERNAL STATUS	21		
<i>Dominion Shoulders Increased Responsibility</i>			
SECOND UNRRA CONFERENCE	30		
<i>Council Adopts Important Resolutions</i>			
FACTS AND FIGURES	31-54		
<i>A Summary of Canada's War Record</i>			
Agricultural Production	51	Latin American Relations	26
Aircraft Production	10	Militia Regiments Overseas	37
Airfields	7	Naval Signal Training School	45
Air Force	13, 40	Navy	14, 42
Armed Forces Casualties	31	Pacific Participation	11
Armed Forces Intake	32	Permanent Corps of Engineers	16
Armed Forces Strength	31	Personnel for External Affairs	29
Army	12, 34	Prisoners of War Parcels	54
Autonomy	22	Production	50
Aviation	3	Quebec Conference	11
Bacon Shipments	53	Reimbursement for Airfields	9
British Commonwealth Air Training Plan	42	Royal Canadian Engineers	15, 38
Canadian Forces in Action	34	Second UNRRA Conference	30
Canadian Militia Regiments Overseas	37	Signals	45
Canadian Pacific Air Lines	5	Supplies for British Allies	52
Canadian War Production	50	Trans-Canada Air Lines	5
Casualties	31	UNRRA Conference	30
Cheese Shipments	53	Value of Canadian Manufactured Products	45
Civil Aviation	3	Value of Food Exports	53
Department of External Affairs	21	War Diary	46
Department of Transport	5	War Production	50
Diplomatic Relations	21	Wartime Agricultural Production	51
Egg Shipments	53		
Engineers	15, 38		
Food Exports	53		
Food for Troops	51		
Intake into Armed Forces	32		
International Relief	54		

The Cover: This Lockheed passenger plane, like many other aircraft in Canadian skyways, augurs well for the future of Canada's peacetime aviation.

CANADA AT WAR is a factual, monthly reference booklet of basic information on Canadian war activities. The material contained in it may be reproduced in whole or part, with or without credit to the Wartime Information Board.

Canada's Sky Crossroads



AIR transport is a 20th century development, and since the earliest days Canada has been in the vanguard of progress. Canadian airmen in two wars have proved themselves second to none, and Canada has led the world in the application of the airplane to peacetime pursuits. Now, on the threshold of the new era of air transport, Canada stands at the crossroads of world airways, superbly equipped with bases and airmen and ready to take its place in international air commerce.

The first airplane flight in the British Commonwealth was from Canadian soil. J. A. D. McCurdy of Baddeck, Nova Scotia, flew his clumsy "Silver Dart" biplane from the ice of one of the Bras d'Or lakes of Cape Breton Island on February 23, 1909, less than six years after the first airplane flight in the world, which was made by the Wright brothers at Kittyhawk, North Carolina, in 1903. The Baddeck flight was the culmination of a long series of aeronautical experiments by McCurdy

in association with Dr. Alexander Graham Bell, inventor of the telephone; F. W. "Casey" Baldwin, young Toronto engineer; Glenn H. Curtiss, now a foremost United States airplane designer, and the late Lieutenant Thomas Selfridge, pioneer member of the United States Army Air Corps.

McCurdy and Baldwin demonstrated two airplanes to the Canadian Militia in the summer of 1909, but the flights were not wholly successful, and the military officials were not impressed.

In Two Wars

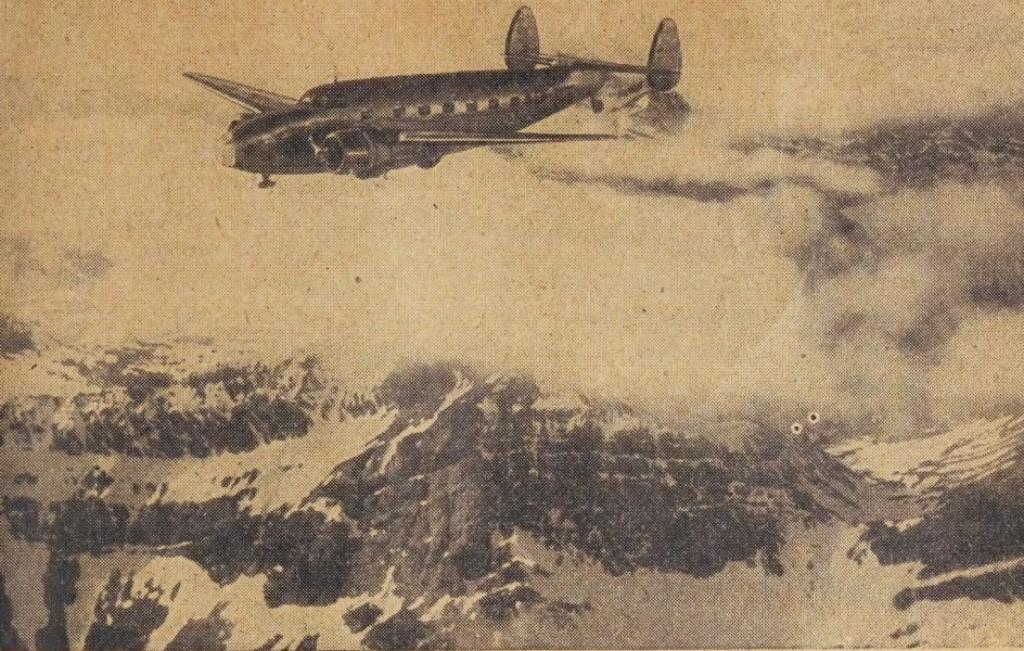
Apart from exhibition flights at various cities and at county fairs, there was little further public manifestation of Canadian interest in flying until the beginning of World War I, when McCurdy emerged as manager and chief instructor of a flying boat school at Toronto, which late in 1915 began the training of fliers for the Royal Naval Air Service and the Royal Flying Corps. Canadian airmen distinguished themselves in combat. In that war Canada trained or had in process of training more than 5,000 fliers for the British and United States forces. In addition Canada constructed

more than 3,000 airplanes, some of them for the United States Navy.

In this war Canadian air fields have trained more than 114,000 air crew personnel who have fought in every theatre of war from India to Iceland and have had a major role in the air defence of North America. Canadian aircraft factories have produced more than 13,400 combat and training planes, not only for the Royal Canadian Air Force but for the air forces of other United Nations.

While the exigencies of two world upheavals boosted Canada into international prominence as an air power, the promise of Canada's air future rests rather on the less spectacular but more solid foundation of Canadian achievements in commercial aviation and the construction of airdromes and airways.

The use of aircraft for military reconnaissance in World War I prompted Canadian adaptation of the airplane for forestry patrol, aerial mapping, aerial photography and aerial prospecting in 1919 and throughout the 1920's. Air transport of freight and passengers became a by-product of such activity as early as 1924.



High over Canadian Rockies T.C.A. plane makes last lap of trans-continental flight.

Then ensued the saga of the bush pilot, the intrepid blazer of new air trails into the Canadian wilderness which linked the end of steel with isolated lumbering and mining camps of the new north.

Future Charted

Behind the rugged, adventurous spirit of the bush pilots, aerial mappers of the R.C.A.F. and airmail pioneers was the guiding influence of the civil aviation division of the Canadian Department of Transport. Airways were surveyed, fuel caches set up, airdromes improved and lighted, radio ranges installed.

Commercial aviation in Canada weathered the depression years with difficulty, but by 1938 a transcontinental airways system had been constructed—a chain of airdromes, radio ranges and meteorological stations over which Trans-Canada Air Lines, the nationally-owned subsidiary of Canadian National Railways, now operates a coast-to-coast daily service for passengers, airmail and air express. Airdromes and airways facilities constructed by the Dominion government are likewise available for daily use by Canadian Pacific Air Lines, the privately-owned

subsidiary of the Canadian Pacific Railway, and by smaller independently-owned private air lines.

Comfortably equipped with a first-class domestic airways system with a tremendous expansion potential, Canada is confidently examining its post-war position with regard to air commerce with other nations.

A glance at the globe shows that Canada lies squarely athwart the shortest air lines

between the major cities of the North American continent and those of Europe and Asia, whether the lines lie over the top of the north polar cap or girdle the shoulder of the globe. For instance, the most direct route between New York or Washington and the British Isles and western Europe cuts across Canada's eastern provinces. Routes from Chicago and other middle western cities to Europe bisect Canada even more deeply. Turning westward towards Asia,

Lancasters and Fortresses take off on trans-Atlantic hop from great Dorval airport.



the lines run from Chicago and its neighbors north and west across the Canadian northwest to Alaska and Asia. From the Pacific coast, excluding present overwater, island-hopping routes across the Pacific, the safer, overland routes travel north through Canada and Alaska.

Less Hazardous

Crossing Canadian territory on such projected air routes is not unavoidable, for non-Canadian air lines could, for instance, skirt Nova Scotia and New Brunswick in north Atlantic flying and could fly from Seattle to Alaska without crossing Canadian soil. Such a procedure, however, would not be feasible because of the long and hazardous non-stop overwater flights involved.

While Canada has established wartime air bases in Newfoundland and Labrador, which are not part of Canada, their peacetime use for international air transport remains to be determined by negotiations among the interested parties.

The Newfoundland and Labrador bases constructed or improved by Canada because of wartime requirements are the most publicized of Canada's new

air centres, but they are not necessarily the most important. From the view of post-war international air transport, the three most important Canadian terminals are likely to be Montreal, Winnipeg and Edmonton.

The vast, modern, concrete airdrome at Dorval just outside Montreal was hurried to completion in 1940 as a jumping-off point for big bombers made in the United States and Canada and urgently needed on the fighting fronts of the Old World.

The smashing aerial offensive which has wrecked the Luftwaffe and crippled Hitler's war machine was to a large extent mounted on the broad runways at Dorval over the last four years, for a gigantic aerial armada has headed eastward from Dorval across the Atlantic in that time. Smaller aircraft of short and medium range have made necessary servicing stops at the bases in Newfoundland, Labrador, Greenland and Iceland, but the newly developed heavy bombers have for a long time been flying non-stop from Dorval to the United Kingdom without the necessity of intermediate pauses on the shores of the Atlantic. Civil aircraft—adapted four-engined bombers

assigned to Trans-Canada Air Lines, the British Overseas Airways Corporation and American Transport Services—have been making the long jump with ease, a good omen for post-war civil air transport operations over the route. Maintenance of the Newfoundland and Labrador bases and the delivery of fuel supplies to them are likely to be costly, and it is therefore dubious whether a refueling stop at such points would be commercially profitable.

Middle West Outlet

Winnipeg is likely to be a vital outlet for commercial air traffic from Chicago and the Middle West, whether such air commerce is pointed towards Europe or towards Asia and whether the routes lie over the roof of the world or east and west by way of Greenland and Alaska. Because of the long non-stop flights involved and engineering difficulties in stratosphere flying it is not expected that regular flights "over the top" will be an actuality for considerable time.

With an eye to the defence of the northern hemisphere, Canada had built and placed in operation before Pearl Harbor a modern

chain of airdromes and radio facilities extending north and west from Edmonton to the Yukon and the Alaskan border in the interests of providing a channel for the swift passage of military materials to Alaska. This airways system was vital to the Aleutians campaign and will provide a main international air transport artery to Siberia and the Orient in the post-war era.

This Northwest Staging Route is sheltered behind the shoulder of the Rockies from unfavorable north Pacific weather and is flyable all year by even the heaviest types of aircraft. Canada also looks to early development of modern airdromes and facilities down the Mackenzie River to Aklavik, which will give it an air base on the Arctic Ocean as a potential terminal for direct flights across the Beaufort Sea to Siberia.

Some air bases in Canada, such as those along the Northwest Staging Route, were expanded and improved by United States money and manpower. Others, such as those on the never-used Hudson Bay Route and numerous flight strips in the Northwest Territories in connection with the Canol project and

Canada's
air mail
service is
second to
none.
More than
3,726,607
pounds of
mail were
handled
in
1943
by T. C. A.
alone.



the Alaska Highway, were almost entirely constructed by the United States.

Reimbursing U.S.

Insistent that Canada retain ownership of all air bases on Canadian soil, the Canadian government has arranged to reimburse the United States for all expenditures made by it in Canada on works of permanent value. Such reimbursements amount to \$76,811,551 in United States funds, including \$543,000 spent at Goose Bay, Labrador. (See the September issue of CANADA AT WAR).

Canada thus has the air bases ready for the anticipated devel-

opment of international air transport on an unprecedented scale. Canada also has ready a tremendous reservoir of skilled aviation personnel to fill every job from the maintenance and overhaul hangars, through the traffic control towers, administrative offices, meteorological stations and radio rooms to the flight crews themselves. Canada has trained competently more than 23,000 Canadian pilots, and a fair percentage of them have already had ample experience of transport flying and of long distance over-water piloting, particularly those who have been hunting down the U-boats. It is probable, however, that the ma-

jority of Canadian skilled aviation personnel who will be absorbed into the Canadian air transport industry will find their niches in the development of an expanded and thriving domestic network of inter-city air lines.

The future of the presently healthy Canadian aircraft production industry is an enigma. It employs more than 120,000 persons and produces more than 4,000 aircraft a year, mostly of non-Canadian design. With the anticipated war surplus stocks after the war, which may be more than ample to meet the immediate requirements of civil aviation, it is dubious if the Canadian industry can support much more than a small part of the present producing personnel. The evolution of a wholly Canadian multi-engined aircraft for air transport and the development of aircraft engine factories in Canada, of which there is none at present, probably would give new life to the industry.

Participation Essential

Strategically located geographically, outfitted with the requisite airdromes, rich in skilled air manpower and ready to build its own airplanes, Canada realizes fully that it can be

prosperous from international air transport only by participation.

The government has enunciated that Trans-Canada Air Lines alone will be the Canadian representative along international air lanes, and this organization is eager and ready to operate a Canadian air line to whatever corner of the universe Canada may desire.

The United Nations are on the eve of momentous conferences to draw the charter of international air transport. Canada blazed the trail last winter with a proposal for the formation of a joint international air authority to make uniform air traffic rules and regulations and to allocate routes and schedules equitable to all. In general the smaller nations concur with the Canadian view that only by a system of "rationing" of scheduled flights over any given route can the smaller nations compete reasonably with the first class international air transport powers.

Canada is well armed with the ownership of vital airdromes and airways as a bargaining power for reciprocal rights and a fair share of the international air transport traffic.

Looking to the Pacific



ONCE again Quebec City has been the scene of a history-making conference between Prime Minister Churchill and President Roosevelt. In a series of meetings beginning September 12, 1944, they and their combined chiefs of staff discussed all phases of the war relating to the final overthrow of Germany and the campaign against Japan. Representing Canada as host at the conference, Prime Minister King also attended the sessions. A similar conference was held at Quebec City in August, 1943.

While the 1944 conference dealt with the over-all plans for the Pacific war, Canada's part was also under discussion. A special meeting of the war committee of the Canadian cabinet

was held in Quebec during the week so that Mr. Churchill, his chief advisers and the British and Canadian chiefs of staff could attend to discuss Canada's participation in the war.

Both Mr. Churchill and Mr. Roosevelt made it plain at Quebec that Canada had offered to bear its full share in the war against Japan, and both agreed, with Mr. King's assent, that Canadian soldiers, sailors and airmen would take part. The President said that he was looking forward to

"having the Dominion of Canada take part in that war . . . We have been fighting alongside Canadians —we will keep on alongside of them all the way across the Pacific."

So far the details of Canada's proposed participation have been a well guarded secret, but there is no doubt that Canada's role will be active. During debate on foreign policy in the House of Commons on August 11, 1944, Mr. King said:

"I would make it perfectly clear that the policy of the government is to see that our appropriate part is taken in the war against Japan to the very close of the war."

Plans for the stabilization of

the Canadian economy when the war with Germany is finished and the war with Japan is still being fought are being made. In a speech concerning the seventh Victory loan drive, Finance Minister Ilsley spoke of financial problems and warned against any slackening of effort when the war with Germany is concluded:

"We shall continue to require large sums of money for the Japanese stage of the war... Continued war expenditure and further Victory

Earl of Athlone, Mr. Roosevelt, Mr. Churchill, Mr. King, at Quebec Conference



loans will be rendered necessary by our participation to which we are committed in the Japanese war. . . We cannot throw off all our wartime harness the minute our troops reach Berlin—perhaps not all even when they are in Tokyo."

Among questions asked most frequently of Defence Minister Ralston during his visit to Canadian forces in Italy at the end of September were those relative to the proposed participation by Canada in the Pacific war.

For considerable time the defence departments have been gathering pertinent information about fighting conditions in the tropics and Asia in the event that Canadians may operate there.

The army has sent several groups of officers and men to various parts of the Pacific as observers and to gain battle experience. It is expected that before long a force of between 400 and 500 Canadians will be in the Pacific area to study jungle and amphibious warfare. Most of these will be technical personnel and will be attached to the Indian and Australian armies.

Early in 1944 an advance guard of 20 officers left Canada to go into action with Australian, New Zealand and United States

forces. This was the method followed before the Sicilian campaign when a group of Canadians was sent to North Africa to observe British and United States forces at work and to form a nucleus of Canadian officers familiar with conditions in the Mediterranean area.

When United States forces landed on Saipan in the Marianas Islands in July, 10 Canadian army officers went in with them. They also went ashore with the combat troops that invaded Morotai Island in the Moluccas group in September. The Canadian officers acted not only as observers but also as members of combat teams.

During September it was announced that the first Canadian army personnel had landed in Australia—a contingent of nine officers and 63 other ranks. They are mostly instructional and maintenance experts who will be mainly concerned with the use made by the Australian army of Canadian-made equipment. The entire contingent is on loan to the Australian army.

Early in the summer the Royal Canadian Air Force sent a group of officers to southeast Asia for a survey of tropical conditions.

Their object is to acquire information useful to the R.C.A.F. should it be required to operate from tropical bases.

Canadian air force personnel flying with the Royal Air Force have been flying from bases in Ceylon, India and Burma for considerable time. A group of approximately 20 R.C.A.F. personnel is now serving with an R.A.F. Liberator squadron which is India's pioneer heavy night bomber squadron.

It has been disclosed that Canadian airmen will be recruited for the Pacific war on a voluntary basis from among existing R.C.A.F. squadrons.

The Royal Canadian Navy has continued building up its

west coast bases with a view to participation in the Pacific war. The only other preparations which have been made known so far are those in connection with medical research. A group of navy doctors is studying tropical diseases and ship air conditioning. Three navy surgeon-lieutenants are now undergoing clinical and pathological training in the tropics of British Guiana.

Canadian shipyards are also looking to the west. On September 28 Prime Minister Churchill disclosed that Canada is engaged in filling orders for 21 "floating workshops," seven fleet victualling vessels and several supply and combat ships for the use of the British Navy in the Pacific.



" . . . The magnificent achievements of the allied forces indicate that ultimate victory is everywhere certain; but we cannot be sure just when the hour of victory will strike. Whether the hour will come sooner or later depends upon the continued exertions of all the United Nations. We must keep up the drive. The greater our efforts, the sooner victory will be achieved, and the smaller the cost in precious human lives."

Rt. Hon. W. L. MACKENZIE KING,
Prime Minister of Canada.

The Royal Canadian Engineers



WHEN the history of the present war is written there will be an important place for the record of the Corps of Royal Canadian Engineers.

The work of army engineers once consisted mainly of sapping operations, and they were nicknamed "sappers." The name has remained with them ever since.

The Corps of Royal Canadian Engineers is affiliated with the Corps of Royal Engineers in the British Army, and in common with the Royal Engineers they do not carry colors and badges to denote battle honors in the same manner that regiments of the line do. The reason is that the Corps of Royal Canadian Engineers has served with dis-

tinction in so many wars, battles and engagements that neither banner nor badge could carry the role of their exploits.

The insignia of the corps is similar to that of the Corps of Royal Engineers—the motto "Ubique," meaning "Everywhere," and "Quo Fas et Gloria Ducunt," meaning "Where Right and Glory Lead," are embossed on the badge of the Corps of Royal Canadian Engineers with a background of maple leaves.

The earliest provision for engineer units in the Canadian Militia was made in the Volunteer Militia Act of 1863. This allowed the formation of engineer companies. By 1875 there were three engineer companies—

the First and Second Montreal Companies and the New Brunswick Engineer Company. In 1880 there were companies also at Toronto, Charlottetown and Brighton, New Brunswick.

Permanent Corps

In 1903 a small permanent corps, known as the Canadian Engineers, was authorized. This consisted mainly of an instructional cadre—seven officers and 125 other ranks. Later each military district was provided with a commander, Royal Canadian Engineers, who was responsible for the training of the Non-Permanent Active Militia in engineer duties and for the construction and upkeep of military works. For a considerable time after this there was little increase in the Non-Permanent Active Militia units, and as late as 1909 there were only four field companies in Canada.

When the war broke out in 1914 the Royal Canadian Engineers as a permanent corps had some 30 officers at headquarters and in military districts and one unit, the First Fortress Company, at Halifax. In the non-permanent branch there were in existence four field troops, seven field companies and six tele-

graph detachments. All except one of these units had been established since 1900; the one exception was the First (Brighton) Field Company, which had a record back as far as 1880, and it still remains in the army as the First (Brighton) Fortress (Electrical and Mechanical) Company, with headquarters at Saint John, New Brunswick.

In 1936, as recognition of the fine record of the engineer units in World War I, the distinction between the Canadian Engineers (Non-Permanent Corps) and the Royal Canadian Engineers (Permanent Corps) was abolished, and the King conferred the title of "Royal" on the entire corps.

The Royal Canadian Engineers have a particularly enviable record in the number of officers who have graduated from the Staff College or who have university degrees in science, and the Royal Engineers of the British Army have been well served in their engineer services by many Canadians who have been trained at the Royal Military College.

With Other Arms

When the present war broke out in 1939, the First Canadian Division was supplied with en-



Infantry and Flail land-mine destroyer cross Orne river on R.C.E. Bailey bridge.

gineers mostly from the Non-Permanent Active Militia units, with a small percentage of Permanent Force personnel. Divisional engineers work most directly in co-operation with other arms of the service, and engineer units are allotted to armored and infantry divisions on a permanent scale which may be reinforced from larger formations should the need arise. In an infantry division there is a commander, Royal Canadian Engineers, who is the technical adviser of the divisional commander and has full control with-

in the tactical plan of all divisional engineers or attached engineers. The divisional engineers consist of a field park company and three field companies. The field park company is a stores company, while the field companies are the fighting engineers who actually do the engineer tasks in the forward areas in order that the division may cross river gaps and get through minefields.

The three field companies may each be attached to a brigade under the brigade commander for administration and tactical

direction, but they are always responsible to the commander of the Royal Canadian Engineers in all technical matters. In this case the company commander of the field company becomes the technical adviser to the brigade commander and is usually attached to brigade headquarters.

The field park company and the field companies, however, are by no means the only engineer units in the field. They may be considered as basic fighting units, for they are the engineer units which go forward with the assault troops. As the sapper work, for, or in co-operation with the other arms of the service covers a very wide range, however, it is essential to augment the corps with specialists units. These are known as line of communications units and include road construction companies, tunnelling companies, mechanical equipment companies and mechanical workshop and park companies. Base units include base parks and general construction companies, and transportation units consist of railway construction, operating and maintenance groups, inland water transport units and docks groups. In addition, provision is also made for the formation of

other specialists groups such as bomb disposal sections, quarrying companies, artisan works companies, airfield construction units and airport maintenance companies.

Huge Task

In Canada the expansion of pre-war projects and the planning and construction of huge new camps to house the Canadian Army have been the gigantic task of the Royal Canadian Engineers. The rapid development of Canada's military camps has followed a well-ordered plan, and while speed has been the watchword of the engineers since the war began, efficiency has not been sacrificed. Preliminary study of water and power facilities in any Canadian district slated to receive a new camp guarantees that the chosen site will offer the best towards the effort and well being of Canadian soldiers. Sites chosen for new camps sometimes present obstacles which must be overcome before actual construction can be commenced. These may be in the form of wooded belts or boulder-studded areas. It has been the problem of the Royal Canadian Engineers to deal with such things. This vast construc-

tion program has been supervised at National Defence Headquarters under the direction of the branch of the quartermaster-general, through the medium of the directorate of works and construction.

The supply and procurement of the special engineering equipment common to Royal Canadian Engineers and development of engineer equipment both at home and abroad are co-ordinated and directed by the branch of the quartermaster-general through the medium of the directorate of engineer development. This branch is constantly working to improve equipment of the Royal Canadian Engineers, develop and test new inventions and act as technical

advisers to general staff so far as it affects the welfare of the corps of Royal Canadian Engineers. A close liaison is maintained with comparable departments among the United Nations, and it is one of the responsibilities of the directorate of engineer development to keep abreast of all promising ideas in engineering aspects of modern warfare.

In the theatres of war the nature of the work of divisional engineers is to allow troops of the other arms to live, move and fight. Engineer reconnaissance parties and patrols work constantly in co-operation with other arms and invariably accompany all forward troops. While the sappers have specific

Important
and
nasty job
of cleaning
Nazi
booby
traps
falls
to lot
of
Canadian
engineers.



objects on which to report, they also pass back all information on matters likely to influence the plan of attack.

With First Wave

In the attack the sappers advance with the leading troops, and on beaches assault engineers go ahead with the first wave at low tide to clear the beaches of off-shore obstacles so the various craft may reach the beaches and unload the infantry troops and equipment with the minimum loss of personnel and time.

Since the inception of amphibious landings sappers have always been with the first waves. They have the dangerous task of

R.C.E. clear approaches to river crossings with heavy engineering equipment.



locating and lifting enemy mines and clearing lanes through mine-fields to allow the armored and infantry divisions to pass through. Further tasks are to make gaps in enemy wire and to destroy tank obstacles and machine-gun emplacements.

Soon after D-day in Normandy, when the first wave of sappers had laid tracks to make the beaches passable for heavy vehicles, heavy engineering equipment, such as bulldozers from the mechanical equipment companies, landed and cleared the way through sand dunes and rescued vehicles that had become stuck. When the beach defence had been overcome the next task for the sappers was that of making roads across swampy ground, after which there were bridging operations for heavy traffic. These operations consisted of building Bailey pontoon bridges which permitted the troops to proceed with the minimum of delay. In addition it was the sappers' task to clear out booby traps and to destroy unexploded bombs.

When the history of the present war is written, many of the secret tasks undertaken by the engineers may be disclosed.

Canada Grows in External Status



THE evolution of Canada in its external relations is reflected in the growth of its Department of External Affairs.

In 1909 when this department was set up Canadian representation abroad was confined to a high commissioner in London (since 1880) and an agent general (since 1882) in France, neither of whom possessed diplomatic status.

Canada's negotiations with foreign powers on such matters as trade and boundaries were conducted through the medium of the British Foreign Office with Canadian ministers or officials

taking part on occasion in the negotiations. Dealings with the other parts of the Empire proceeded through the Colonial Office. With the British government the normal channel of communications was the Governor General who at that time represented both the Crown and the government of the United Kingdom. It is true that there were Canadian officials abroad serving as trade commissioners and immigration agents, but they represented individual departments of the federal government and did not act on behalf of the government as a whole.

The establishment of a Department of External Affairs was first proposed in 1907 by a veteran civil servant, Joseph Pope, later Sir Joseph Pope. In his opinion the time had come for "a more systematic mode of dealing with what we may term, for want of a better phrase, the external affairs of the Dominion." The subsequent incorporation of that phrase in the title of the department paralleled its use in Australia for the same reason, namely, that one department should be charged both with correspondence of an international or intra-imperial character. Two years later when the Canadian Parliament enacted legislation to set up the department it was attached to the office of the secretary of state under the supervision, as under secretary of state for external affairs, of Sir Joseph Pope.

At the time no special significance was attached to the appearance of the department, which was merely regarded as a helpful method of improving departmental procedure and facilitating more efficient conduct of government correspondence with other countries. The first significant advance came in 1912 when the department was placed

by statute under the direct supervision of the Prime Minister as Sir Joseph had originally planned. At that time the Prime Minister also assumed the additional title of secretary of state for external affairs.

First Autonomy

The early years of the department were ones of quiet and inconspicuous development. Only one of its officers was called on to serve with the Canadian delegation to the peace conference in Paris in 1919. Not until two years later was the department charged with the supervision of the high commissioner's office in London. Nevertheless World War I altered the conduct of Canadian policy as Canadian troops bought with their blood on European battlefields the title deeds to Canadian nationhood. Because of their achievement from Ypres to Mons, Sir Robert Borden, then Prime Minister of Canada, could claim for his country a share in the making of the peace; the right to separate signature to the Treaty of Versailles from the United Kingdom; and separate membership in the League of Nations.

Only by degrees did a puzzled world begin to appreciate that

Canada, Australia, New Zealand, South Africa and subsequently the Irish Free State, had reached a position vis-a-vis the United Kingdom which led to them being described in 1926 as "autonomous communities . . . equal in status and in no way subordinate one to the other in any aspect of their domestic or external affairs . . . "

It is not surprising that an early manifestation of this change of status came in the relations of Canada with its mighty neighbor, the United States. During World War I the Canadian government had found it advisable to establish a Canadian war mission in Washington to deal with the numerous problems caused by war that affected the relations of the two countries.

The success of this mission, which acquired virtual diplomatic powers, convinced Sir Robert Borden that it would be in the best interests of both Britain and Canada for the Canadian government to have separate representation in Washington. His views prevailed in London, and as early as 1920 it was announced that the King, on the advice of his Canadian ministers, would appoint a minister plenipotentiary to the Uni-

ted States who would be the channel of communication with the government of that country, acting under instructions from and reporting directly to the Canadian government.

Three Years' Rapid Growth

However, no appointment was made until 1926 when Hon. Vincent Massey (now the high commissioner for Canada in the United Kingdom) was designated envoy extraordinary and minister plenipotentiary in Washington "with the special object of representing in the United States of America the interests of our Dominion of Canada." In February, 1927, he formally presented his credentials to President Coolidge. Shortly afterwards the United States appointed William Phillips, who had been the ambassador in Belgium, to serve as its first minister to Canada.

In the meantime another Canadian official, Dr. W. A. Riddell, the present Canadian high commissioner in New Zealand, had been appointed in 1925 to take charge of the Canadian advisory office in Geneva. It was his duty to keep the government informed of the League of Nations and the International Labour Office de-

velopments and to represent Canada at some of the many international conferences which met under league auspices. As a former official of the International Labour Office, Dr. Riddell was well qualified to represent Canada on the governing body of that institution, of which Canada was a permanent member as one of the eight largest industrial states. In 1938 the title of the appointee was changed to permanent delegate to the League of Nations in accordance with the usual practice in Geneva. The office was maintained in Geneva until the events of May, 1940, necessitated the withdrawal of Canadian representation.

At the imperial conference of 1926 it had been agreed that the governor general of a dominion should no longer act as the formal channel of communication between His Majesty's government in the United Kingdom and the dominion of which he was governor general. By the new arrangement the governor general became, so far as Canada was concerned, in the words of Prime Minister Mackenzie King, "in the truest and largest sense of the word the personal representative of the Sovereign." From July 1, 1927, correspon-

dence from the United Kingdom government or from other countries to the Canadian government was to be addressed to the secretary of state for external affairs. A natural consequence of this arrangement was the decision of the United Kingdom to be represented by a high commissioner in Ottawa. The first appointee was Sir William Clark, who took up his residence in the capital in the autumn of 1928. The fact that this position is at present held by a former member of the United Kingdom cabinet, Right Hon. Malcolm MacDonald, is an indication of how important the duties of this office have become.

The appointment of a Canadian minister to France in 1928 was a logical development in view of the fact that almost 30% of the Canadian people were descendants of the little group of Frenchmen who had laboured to build New France overseas. The minister designated was Hon. Phillippe Roy, who had served Canada for 17 years as commissioner general in the French capital.

At the same time the Canadian government also stated that Canada and Japan had agreed to an exchange of ministers. This

decision was based on the increasing importance of the Orient for Canadian trade and the advisability of having a Canadian diplomat available in Tokyo for discussions of the thorny problem of Japanese immigration to Canada. The government of Japan welcomed the proposal and in fact had opened its legation in Ottawa before the first Canadian minister to Japan, Hon. Herbert Marler (later Sir Herbert) assumed his duties in 1929.

The rapid expansion of three years was followed by a decade of consolidation and recruitment of personnel for the department. The leadership and wide range of interests of Dr. O. D. Skelton, a distinguished Canadian scholar who assumed the position of undersecretary of state for external affairs in 1925, greatly contributed to the prestige of the department and made him until his death 16 years later probably the most influential civil servant of his day.

Further Diplomatic Representation

Not long before the present war Belgium proposed an exchange of ministers, and Baron Silvercruys, who is still its representative, arrived in Ottawa in

1937. In return the Canadian government accredited Jean Desy, at present Canadian ambassador in Brazil, as the first minister to Belgium. It was also decided to have him serve simultaneously as Canadian minister to the Netherlands. Mr. Desy presented his credentials to King Leopold of Belgium in January, 1939, and to Queen Wilhelmina of the Netherlands the next month. The Netherlands minister to Canada established the legation in Ottawa in October. An interesting development in intra-imperial relations was the appointment to Canada of an accredited representative by the Union of South Africa. For this position the South African government selected D. de Waal Meyer, who had previously served in Canada as a trade commissioner.

Canada Declares War

In September, 1939, the Canadian government issued a separate declaration of war on Germany from that of the United Kingdom as befitting its advancement in nationhood in the quarter century between wars. The day after this declaration (September 10) it was announced that the government would send high

commissioners to Australia, New Zealand, South Africa and Ireland. Such appointments were designed to develop closer co-operation between the members of the Commonwealth. This development proved of particular value when the war spread into the Pacific area after Pearl Harbor. The Commonwealth governments reciprocated.

Canada and the United States

With the United States, the number of contacts and special arrangements rapidly increased. The formation of a Permanent Joint Board on Defence in August, 1940, the rapid emergence of some half dozen joint committees for the co-ordination of the war effort of the two countries, and the despatch to Washington of representatives from various government departments greatly increased the work of the Canadian legation in Washington and expanded its personnel. Among its new officers appeared attaches from the armed services and a financial attache. A further innovation in Canadian-United States relations arising from the war was the establishment of a Canadian consulate-general in New York in May, 1943.

This was not the first consular office to be opened by Canada. The occupation of Denmark in April, 1940, posed the question of the future disposition of its territorial possession, Greenland. From Greenland came Canada's important supply of cryolite which was used in the production of aluminum. Greenland was also a key area for obtaining reports on weather conditions and has proved of great importance in furthering trans-Atlantic air navigation. For these reasons Canada and the United States acted on parallel lines of policy in sending consuls to that country in the summer of 1940. The appointment of a high commissioner to Newfoundland in July, 1941, was likewise a recognition of the importance of Newfoundland for the defence of Canada. In August, 1941, also for defence reasons it was decided to establish a consulate on the islands of St. Pierre and Miquelon.

Latin-American Exchanges

The opening of Canadian missions in Latin America was not only based on the development of inter-American trade and the increasing sense of hemispheric solidarity, but also on the fact,

as the Prime Minister told the House of Commons in February, 1941, that "South American problems will become increasingly our problems as the situation comes to be changed for better or for worse . . . and the government feels that we owe it to the people of our country to be able to get first-hand knowledge of the changing situation in South America".

For that reason the government included in the financial estimates for the fiscal year 1941-1942 appropriations for the establishment of legations in Brazil and Argentina. These countries sent their first ministers to Canada in May and June respectively. The Canadian minister to Brazil, Mr. Desy, reached Rio de Janeiro in September, 1941. A month later the former chief justice of Saskatchewan, Hon. W. F. A. Turgeon, assumed his duties in Argentina.

Originally Mr. Turgeon was also accredited to the government of Chile and presented his letters of credence to President Rios in January, 1942. This appointment was intentionally a temporary one, and in November of the same year a leader of the Montreal bar, Warwick F. Chipman, K.C., accepted the

nomination as minister to Chile.

These successive nominations of ministers to the "A.B.C." countries were not intended to complete the roster of Canadian diplomats in Latin America, but the demands of the war and the increase in the work of the department, which was not paralleled by a corresponding increase in staff, prevented as rapid an expansion as would have been desired. In July, 1943, the Prime Minister told the House of Commons that Canada could not delay much longer the extension of its diplomatic representation in Latin America and mentioned Mexico as "a case particularly at point." Six months later Mr. King announced that an agreement had been reached on an exchange of missions with Mexico and Peru. For its first representative in Mexico the Canadian government designated Mr. Turgeon, who was transferred to Mexico City from Buenos Aires. At the end of September, 1944, Dr. Henry Laureys, formerly high commissioner for Canada in South Africa, left Canada to assume his duties in Lima as first Canadian ambassador to Peru. At present there are five missions in Ottawa from Latin America.

War Expands Co-operation

In 1942 the increasing magnitude of Canada's war effort and the desire to emphasize the concept of the United Nations by sympathetic gestures of co-operation resulted in an unusually rapid expansion in the exchange of diplomatic missions. On November 4 the appointments of L. D. Wilgress as minister to the U.S.S.R., and Major-General Victor W. Odlum to China were announced. At the close of the month Major-General George P. Vanier was designated as Canadian minister to the exiled governments of Belgium, the Netherlands, Czechoslovakia, Greece, Norway, Poland and Yugoslavia.

Relations with the Vichy government, which had been maintained rather tenuously since the summer of 1940, were terminated after the allied forces landed in North Africa. The new minister to the allied governments in exile was authorized to consult with representatives of the French National Committee in London on matters of mutual interest relating to the conduct of the war. Subsequently when the French Committee established its headquarters in Algiers, General Vanier was sent there as Canadian representative with

the personal rank of ambassador. Each of the governments in exile sent a minister to Canada during 1942, with the French Committee of National Liberation establishing its office in the next year. When France and Belgium were liberated General Vanier transferred his headquarters to Paris, and a chargé d'affaires was promptly sent to Brussels.

In addition to the allied governments in exile, two of the chief neutral countries, Sweden and Turkey, also approached Canada with a view to establishing diplomatic relations. The Canadian government agreed to the exchange of ministers, but, because of the difficulties of representation and personnel, explained that it was not in a position to send ministers to Stockholm and Ankara at present. Both the Swedish and Turkish ministers have established their legations in Ottawa.

Missions Become Embassies

The most recent event of significance in the history of Canadian external relations was the decision in November, 1943, to elevate missions to embassy rank on a reciprocal basis with the governments of the United

States, the U.S.S.R., China and Brazil. In 1944 the same policy was adopted with Chile, while the new missions to Mexico and Peru were of embassy status at the outset. The Belgian legation in Ottawa also assumed embassy rank.

Personnel

Unlike many other departments, the coming of peace will accentuate rather than lessen the burdens placed on the Department of External Affairs. To meet its increased duties in wartime the problem of personnel has been partly met by recruiting from the universities and elsewhere a number of assistants whose appointments are intentionally provisional. When men can be released from the services, new recruits will be obtained from the armed forces.

In peacetime the department will resume its practice of selecting candidates by competitive examination. During the last three years the departmental work has been organized on a divisional basis. Officers generally holding the rank of assistant under secretary of state for external affairs head the divisions, which are organized either on a territorial basis such as the



Maj.-Gen. and Mrs. G.P. Vanier en route to establish Canadian embassy in Paris.

American and Far Eastern or the Commonwealth and the European, or on a functional basis such as the economic, legal and diplomatic.

It is a far cry from the appointment of a high commissioner in London more than 60 years ago to the exchange of missions with some 24 countries. This development is proof positive of Canada's growth of importance as a "middle" power and sobering evidence of the increased responsibility which Canada must be prepared to assume in the post-war world.

Second UNRRA Conference

THE second session of the Council of the United Nations Relief and Rehabilitation Administration was held in Montreal, September 16 to 26, 1944. Permanent chairman of the session was L. B. Pearson, minister in the Canadian embassy at Washington, who headed the Canadian delegation at the session and was also chairman of the committee on policy.

Among resolutions adopted by the Council were those which provided for:

Inclusion in UNRRA benefits of any United Nations area under the control of any of the United Nations which is of importance to their military operations and which is stricken by famine or disease. (This resolution had India chiefly in mind.)

Special weight and urgency to be given to the relief of those United Nations which have suffered most previously from the war.

Inclusion of displaced persons in United Nations territories never occupied by the enemy within the jurisdiction of the administration when they are necessities and lack the resources to return to their homes.

Consideration of the problems of displaced persons in the Western Hemisphere.

Removal of intruded persons of enemy or ex-enemy nationality to their country of origin from liberated areas when requested by the governments concerned.

Care and repatriation of displaced persons found in enemy or ex-enemy territory and of other persons who have been obliged to leave or have been deported from their country by action of the enemy because of race, religion or activities in favor of the United Nations.

Care and return to their homes of persons of other than United Nations nationality or stateless persons, displaced under similar circumstances, who are found in liberated territory.

Operations in enemy territory for the control of epidemics for the purpose of preventing their spread to United Nations areas or to displaced persons of United Nations nationality found in enemy or ex-enemy areas.

Medical and sanitary aid and supplies, assistance in the care and return to their homes of displaced persons, and care of and welfare services for children and nursing and expectant mothers in Italy to the extent of \$50,000,000.

Extension of UNRRA benefits to inhabitants of the Dodecanese Islands. These islands are populated by Greeks who are Italian subjects.

Admission of Denmark to membership in UNRRA before the next session of the Council at the discretion of the Central Committee.

Approval in principle of preliminary drafts of the International Sanitary Convention, 1944, and the International Sanitary Convention for Aerial Navigation, 1944, modifying previous international sanitary conventions.

Facts and Figures

ARMED FORCES

STRENGTH—764,000

(more than)

	Pre-war	Present
Navy.....	1,700	90,000 (85,000 men, 5,000 women)
Army.....	4,500	470,000 (455,000 men, 15,000 women)
Air Force.....	4,000	204,000 (190,000 men, 14,000 women)
Total.....	<u>10,200</u>	<u>764,000</u> (730,000 men, 34,000 women)

CASUALTIES—61,295

(to August 31, 1944)

ARMY

Fatalities.....	11,829
Presumed dead.....	318
Missing.....	1,662
Prisoners of war or interned*..	4,111
Wounded.....	24,657
TOTAL.....	<u>42,577</u>

Missing, prisoners of war or interned.....	5,539
Seriously or dangerously wounded or injured.....	930
TOTAL.....	<u>16,736</u>

NAVY

Killed on active service.....	1,011
Other deaths.....	192

TOTAL DEATHS.....	<u>1,203</u>
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Wounded or injured.....	348
Prisoners of war.....	88
Missing.....	343

TOTAL CASUALTIES	<u>1,982</u>
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* The figure for prisoners of war includes 110 who have been repatriated or have escaped.

AIR FORCE

Deaths and presumed dead... 10,267

ESTIMATED INTAKE INTO THE ARMED FORCES*

Officers and Other Ranks and Ratings

(W.R.C.N.S., C.W.A.C. and R.C.A.F. (W.D.) not included)

To June 30, 1944

A R M Y

Place of Permanent Residence at Time of Enlistment	Male Population Ages 18 to 45 (See note A)	Royal Canadian Navy	Enrolments, Less Inter-service Transfers and N.R.M.A.			Army Net Total	Royal Canadian Air Force	Total Three Services	Percentage Total Intake to Male Population Ages 18 to 45
			Appointments and Enlistments (See notes B and E)	National Resources Mobilization Act (See note C)	Total				
Prince Edward Is.	19,000	1,333	5,529	895	6,424	479	5,945	1,554	8,832 46.5%
Nova Scotia.....	123,000	6,724	38,812	5,931	44,743	3,184	41,559	7,570	55,853 45.4
New Brunswick ..	94,000	2,568	29,239	6,687	35,926	2,999	32,927	6,466	41,961 44.6
Quebec.....	699,000	11,615	82,858	49,039	131,897	7,772	124,125	23,428	159,168 22.8
Ontario.....	830,000	38,648	216,040	42,679	258,719	19,358	239,361	90,799	368,808 44.4
Manitoba.....	159,000	7,269	37,642	8,932	46,574	3,316	43,258	20,108	70,635 44.4
Saskatchewan....	191,000	5,998	40,003	11,678	51,681	3,802	47,879	21,929	75,806 39.7
Alberta.....	178,000	7,004	40,285	9,707	49,992	3,628	46,364	19,576	72,944 41.0
British Columbia.	181,000	11,499	45,160	10,479	55,639	4,589	51,050	20,432	82,981 45.8
	2,474,000	92,658	535,568	146,027	681,595	49,127	632,468	211,862	936,988 37.9%
Outside Canada...		615	5,447	10	5,457	24	5,433	9,436	15,484
		93,273	541,015	146,037	687,052	49,151	637,901	221,298	952,472

* Figures of intake do not represent actual strength of the armed services, as they do not take into consideration men discharged for medical or other reasons, personnel pensioned, casualties incurred and other factors.

NOTES:

- A. Population figures for the age group 18 to 45 (as at June 2, 1941) were estimated from summaries of the 1941 census which had been published in five-year and 10-year age groups.
- B. Army appointments and enlistments do not include Reserve Army personnel called out on active service, from time to time, under various general orders.
- C. The above figures of enrolments, National Resources Mobilization Act, include only those men actually documented as N.R.M.A. recruits. Men who reported to training centres or to depots on being called up, but who volunteered immediately and were never documented as N.R.M.A. recruits, are included with appointments and enlistments.
- D. This column consists of men discharged from the army for the purpose of joining the navy (1,593) or air force (9,988) and men enrolled under N.R.M.A. who subsequently volunteered for general service (37,570). No similar deduction has been made from navy or air force enlistments for personnel discharged therefrom to join other services, as the numbers are small.
- E. A retabulation of army enlistments has resulted in the transfer to Prince Edward Island of certain enlistments previously shown under Nova Scotia.

Canadian Forces in Action



LE Havre and Ostend, Dieppe, Boulogne and Calais—five great ports—fell before the assault of the First Canadian Army during September. By the end of the month the only French territory in the Canadian sector still in German hands was Dunkirk. With the allies in control of Cap Gris Nez (site of Hitler's mighty shore guns) and the English Channel shoreline, the south coast of England could celebrate with thanksgiving its freedom from enemy shelling. Demolition of the robot bomb emplacements forced the Germans to seek other less efficient ways of loosing their "buzz-bombs" on London.

September was a month of heavy fighting on all parts of the western European front. United States armies ranged along the German border made the first incisions into the Siegfried Line. The British Second Army swept through northern France and Belgium in what was probably the most spectacular advance in military history—225 miles in 4½ days—and pushed into the Netherlands to attack the north end of Hitler's famous defence system.

The First Allied Airborne Army landed in the Netherlands in an effort to provide a shortcut outflanking movement around the line, and one division, pock-

eted at Arnhem for more than eight days, was engaged in continuous bloody warfare before being forced to withdraw to the south bank of the Rhine. Of the 20 Canadians in this group, only two escaped.

The importance of the Canadian Army's operations in September cannot be over-estimated. Successful seizure of the Channel ports is crucial to the allied campaign. With the capture of Calais, the bag of prisoners taken by the First Canadian Army since its first action in July mounted to 73,000.

A message from the Belgian prime minister, Hubert Pierlot, made public by Prime Minister King on September 3, paid tribute to the contribution of the Canadian Army in Belgium's liberation:

"At the moment when allied troops are crossing into Belgium, may I thank you and felicitate you on the brilliant part played by the Canadian Army in the deliverance of my country. Thus is renewed the debt of gratitude contracted by the Belgians to Canada during the World War. Belgium will never forget your efforts and your sacrifices."

The Canadians' first assignment was to parallel the northward dash of the British army to

cut off the rocket coast and bring to an end the rocket bomb blitz. In France they captured at least 300 flying bomb sites, and there are more to be chalked up to their credit in Belgium and the Netherlands.

For the most part, however, the Canadian Army has been engaged in mopping-up operations all along the coast. These include capture of the ports, cleaning out remaining pockets of German resistance and clearing the Scheldt estuary so that Antwerp, which was captured intact by the British early in September, might be used.

On the first day of the month Canadians of the regiments that make up the Second Division entered Dieppe. This was the city where the original Second Division had stormed ashore more than two years before, where more than 3,350 Canadians had been killed, wounded or taken prisoner. Instead of enemy gunfire the Canadians were met with flowers, cheers and tears of joy. The enemy, blowing up ammunition dumps and harbor installations on its way, fled before the Canadians' approach and left the townspeople free to welcome the liberators.

The next day the Canadians dashed forward again and soon swarmed across the Somme River into battlefields where many Canadians had been killed in World War I. Ostend and Nieuport fell in quick succession, and by the middle of the month British forces with the First Canadian Army had taken Le Havre, with a bag of more than 10,000 prisoners.

Boulogne and Calais presented the same military problem: Attack on cities fortified as strong points on the Atlantic Wall and to withstand all manner of siege. Although it was obvious that the ports would ultimately be taken, they were heavily garrisoned and given orders to hold out as long as possible. Every day that allied use of these ports could be delayed was of vital importance to the Germans.

The pattern of assault on each port was similar. Each held out for six days during a siege that grew more and more intense as the Canadians gathered their power for a final blow. Before the decisive ground push, large formations of allied bombers rained explosives on the forts below. In the final phase of the air attack on Calais, 12,500 tons

were dropped. Concentrated artillery bombardment helped open the way for the advance of flail tanks, flame-throwers and other specially designed tanks and secret weapons. Finally came the infantry breakthrough. Success of each attack depended on precision bombing and shooting and close co-ordination of air and land assault.

For a couple of weeks at the end of August and early in September the Canadian Army had its only taste of the sort of breathtaking advance that took United States armies across France and the British Second Army through Belgium. When the Canadians reached the canal country of the Belgian lowlands, however, they were forced to settle back into a slogging, inch-by-inch offensive. They had learned how to fight this type of battle around Caen.

There was not much opportunity for strategy or tactical infantry manoeuvres here, nor was it a battle where operations by planes and tanks were predominant.

Advance through the lowlands follows a repetitive pattern. The infantry slugs forward through partly-flooded fields until it is

CANADIAN MILITIA REGIMENTS

Represented in Canadian Army Overseas

SERVING IN ITALY

Royal Canadian Dragoons (Permanent Force).
Lord Strathcona's Horse (Royal Canadians) (Permanent Force).
Royal Canadian Regiment (Permanent Force).
Princess Patricia's Canadian Light Infantry (Permanent Force).
Royal 22nd Regiment (Permanent Force).
Governor General's Horse Guards.
4th Princess Louise Dragoon Guards.
8th Princess Louise's New Brunswick Hussars.
British Columbia Dragoons (9th Armoured Regiment).
Hastings & Prince Edward Regiment.
Perth Regiment.
Ontario Regiment.
Lorne Scots (Peel, Dufferin & Halton Regiment).
Princess Louise Fusiliers.
Carleton & York Regiment.
West Nova Scotia Regiment.
Three Rivers Regiment.
Cape Breton Highlanders.
48th Highlanders of Canada.
Calgary Regiment.
Westminster Regiment.
Seaforth Highlanders of Canada.
Saskatoon Light Infantry.
Loyal Edmonton Regiment.
Irish Regiment of Canada.

SERVING IN THE FRANCE-BELGIUM-NETHERLANDS THEATRE

1st Hussars.
12th Manitoba Dragoons.
14th Canadian Hussars.

17th Duke of York's Royal Canadian Hussars.
Prince Edward Island Light Horse.
Fort Garry Horse.
Governor General's Foot Guards.
Canadian Grenadier Guards.
Queen's Own Rifles of Canada.
Black Watch (Royal Highland Regiment) of Canada.
Royal Regiment of Canada.
Royal Hamilton Light Infantry (Wentworth Regiment).
Lincoln & Welland Regiment.
Elgin Regiment.
Highland Light Infantry of Canada.
Lorne Scots (Peel, Dufferin & Halton Regiment).
Sherbrooke Regiment.
Stormont, Dundas & Glengarry Highlanders.
Le Regiment de la Chaudière.
Les Fusiliers Mont-Royal.
North Shore New Brunswick Regiment.
New Brunswick Rangers.
North Nova Scotia Highlanders.
Le Regiment de Maisonneuve.
Cameron Highlanders of Ottawa.
Royal Winnipeg Rifles.
Essex Scottish.
British Columbia Regiment (Duke of Connaught's Own Rifles).
Algonquin Regiment.
Argyll & Sutherland Highlanders of Canada (Princess Louise).
Lake Superior Regiment.
Regina Rifle Regiment.
Queen's Own Cameron Highlanders of Canada.
Calgary Highlanders.
Canadian Scottish Regiment.
Royal Montreal Regiment.
South Alberta Regiment.
Toronto Scottish Regiment.
South Saskatchewan Regiment.



Men of the Royal Canadian Corps of Signals went out under fire to repair this telephone line which enemy action had damaged.

A corporal from Montreal sends through the message . . . "Line all correct, sir."

stopped by a canal whose opposite bank is held by the Germans.

All bridges are blown, and small groups of soldiers force a crossing and capture a toehold on the opposite shore. Then the engineers take over and build a Bailey bridge so that tanks, armored vehicles and infantry carriers may roll across. Meanwhile the Germans have withdrawn to the next canal where, after a trek through soggy fields, the procedure is repeated. Often advance is complicated by an intermingling of civilians.

The Leopold Canal presented the most formidable water obstacle that the Canadian forces had encountered so far. Their first bridgehead had to be given up, but a day later it was re-established, and Polish armored units were able to rumble across the Netherlands border toward the Scheldt area.

The problem of supply is a basic one for the allies. Prime Minister Churchill has announced that there are in northern Europe between 2,000,000

and 3,000,000 allied men. One division of approximately 17,000 troops requires an original 5,000 tons of equipment when it is landed. Daily maintenance, including food, light ammunition, engineer and signal equipment, artillery and tank maintenance material, amounts to about 3,000 tons which is increased when the division goes into action. In order to deliver the millions of gallons of gasoline, thousands of tons of food and millions of rounds of ammunition to this massive allied force, it is imperative to have adequate port facilities as close as possible to the front.

Cherbourg and several beaches along the Normandy coast were the allies' main supply depots until September. Cherbourg's harbor facilities had been almost completely demolished by the Germans, but the strain was eased somewhat when Le Havre and Dieppe fell to the allies. A decisive victory in the north is dependent, however, on use of Channel ports in addition to the lower harbors, and without them the war may be extended.

The supply problem became particularly acute after the United States breakthrough toward Paris. Now that there is

fighting in Belgium and the Netherlands, a shorter and more efficient route is necessary.

The most direct supply lane from England to the fighting front is by way of Boulogne, Calais, Dunkirk, Ostend and particularly Antwerp—a port the size of Liverpool that in peace-time handled 20,000,000 tons of cargo a year. Although the other ports are considerably smaller (Calais handled 750,000 tons of cargo a year) they will be invaluable in the approaching campaign. It has been the task of the First Canadian Army to assure this lifeline between England and Europe.

The First Canadian Corps which operates as part of the British Eighth Army is once again in the forefront of the fighting in Italy. At the end of August and beginning of September the Canadians in the Adriatic sector helped launch the attack that forced the first breaches in the Gothic Line.

Lieutenant-General E. L. M. Burns, commander of the Canadian Corps, said that the task was divided into four phases: crossing the Metauro River, advancing through four intervening miles, breaking the line itself and then exploiting the

advance and pushing forward. The terrain was difficult, enemy positions heavily fortified, the battle tough—but the famous Gothic Line was breached.

The Canadians plunged on toward Rimini, eastern hinge of the defence system. After several days of furious battle for control of its airfield, they took the field and surrounding territory. The city itself fell to Greek forces of the Eighth Army.

The battle for Rimini was in the tradition of the bloody, house-to-house fighting to which the Canadians have become accustomed. It was a case of advancing through rows of ruined houses where the Germans had mounted a gun in nearly every window, where panther tank turrets were embedded in concrete and protected inside by three-inch armor plate. It was a battle costly to both sides.

By the end of September the Canadians had forced their way across the historically famous Rubicon River and were advancing, still faced by mighty enemy resistance, towards the Lombardy plain.

Air Force.—To keep pace with the advances of the British and Canadian armies through

northern France, Belgium and the Netherlands, Royal Canadian Air Force Spitfire and Typhoon squadrons have moved up from their original locations in France. By September 12 at least three fighter squadron were operating in Belgium from airfields only recently vacated by the Germans and were able to provide close support to allied ground troops in the Netherlands and along the German border.

Canadian fighters and bombers have been active against enemy shipping, particularly in the Scheldt area, and have constantly attacked ammunition dumps, troop concentrations, locomotives, power stations and road, rail and water transport. During one week R.C.A.F. aircraft of coastal command made depth charge attacks on five submarines.

R.C.A.F. bombers have taken part in the mighty allied raids over German industrial centres. Canadian squadrons were represented in the forces that for six days and nights in 24-hour raids rained down 40,000 tons of bombs on Europe—an average of almost four tons a minute.

Allied aircraft were used to blast Brest, Le Havre and the

enemy-held Channel ports before ground forces made their all-out attack. Two forces of R.C.A.F. Halifaxes and Lancasters formed part of the Royal Air Force bomber command's attack on Le Havre to prepare the way for the final ground assault. The remarkable accuracy of allied bombing and the perfect timing of every attack on the bombarded garrison earned the congratulations and thanks of Lieutenant-General Crerar, commander of the First Canadian Army

In the bombing of Boulogne and Calais large forces of R.C.A.F. heavies took part. Again the bombing was exceptionally accurate and concentrated. One of the largest forces of R.C.A.F. bombers ever to take to the air participated in the successful pounding of the enemy's heavy gun emplacements in the Cap Gris Nez area, 12 miles from Calais.

When the First Allied Airborne Army made its descent into the Netherlands, R.C.A.F. fighters took on a new task—helping to clear a path for the allied sky trains streaking over enemy territory. In addition to giving protection against enemy fighters they sought out and silenced enemy flak positions.



On a recent tour of R.C.A.F. Bomber Group the King presented awards.

Canadian fighters continued to raise their score of German planes downed. During the week ending September 28, R.C.A.F. Spitfires accounted for 40 enemy aircraft destroyed.

One of the reasons for the increasing number of enemy planes shot down in recent months is the use of a new gyroscopic gun sight, "gyro gunsight mark II." When an enemy aircraft is sighted the pilot makes only two adjustments before attacking. Chance of human

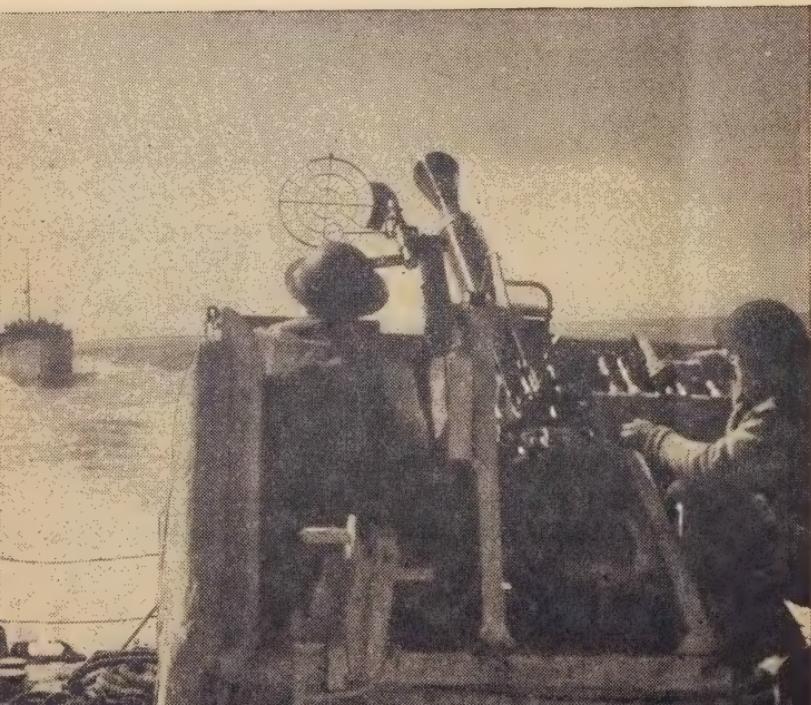
error is cut to a minimum, and all deflections, such as target speed, skid and slip, line of flight, are calculated automatically.

Success of the allied air effort and the deterioration of the Luftwaffe have led to a further reduction of the British Commonwealth Air Training Plan. Instead of four there will be only two training commands in Canada. The present No. 2 and No. 4 commands will be united to form the new No. 2 command, effective December 1, 1944. Headquarters will be at Moose Jaw, Saskatchewan.

The number of personnel on training and administrative staffs of these commands will fall from a peak of 64,300 reached in December, 1943, to about half that number in March, 1945, and many fewer if the German war is over by that time.

No. 1 and No. 3 training commands will be merged at a later date.

Navy.—Convoy duty and coastal activity, especially in and around the English Channel, continued to be the main tasks of the Royal Canadian Navy during September. In a visit to the crew of the new Canadian fri-



Men of
the R.C.N.
man two
flotillas
of M.T.B.'s.
Here, two
ratings
stand ready
at the
pom-pom gun
of one
of these
speedy
and
dangerous
boats.

gate, H.M.C.S. *Loch Achanalt* in Scotland, Rt. Hon. A. V. Alexander, first lord of the British Admiralty, said:

"It does my heart good to think of the men in the Canadian frigates and destroyers who are fighting down in the Channel. They are doing a magnificent job."

Canadian motor torpedo boats were active in breaking up enemy E-boat groups as well as attacking enemy shipping. In one operation two motor torpedo boats routed six E-boats, damaged one and then helped sink an armed trawler.

One of the most important actions in which Canadian personnel have engaged was announced in September. During the night of August 17 and 18 three Royal Navy motor gunboats, commanded by Canadians, sank five ships and routed an entire convoy off the Yugoslavia coast. This five-hour engagement forced the enemy to abandon attempts to provide regular sea supplies in the Adriatic and had a direct bearing on subsequent German defeats there.

In the allied landings on the Albanian coast during the last week in September, ships of the R.C.N. helped ferry the commandos from Italy.

Once again the Tribal class destroyer, H.M.C.S. *Haida*, has been in the news. In September it joined a British destroyer, H.M.S. *Eskimo*, to sink a submarine. The *Haida* is part of the 10th destroyer flotilla, a largely Canadian group, and its record is second to none in the R.C.N. In the last six months it has participated in actions which resulted in one U-boat sunk, four destroyers sunk or destroyed, four destroyers damaged, 10 merchant ships and small escort vessels sunk, and two small craft captured in which Nazi seamen were fleeing from France. These same operations brought the *Haida*'s crew 10 decorations and 21 mentions in despatches. The *Haida*'s crew later returned to Canada and went on well-earned leave.

In the bombardment of Brest the British battleship, H.M.S. *Warspite*, was assigned the task of blasting a nest of German shore batteries. One of the five destroyers detailed to provide an anti-submarine screen for the battleship was the Canadian destroyer, H.M.C.S. *Assiniboine*, a veteran of Atlantic convoy work.

In September H.M.S. *Nabob*, one of the two Canadian-manned

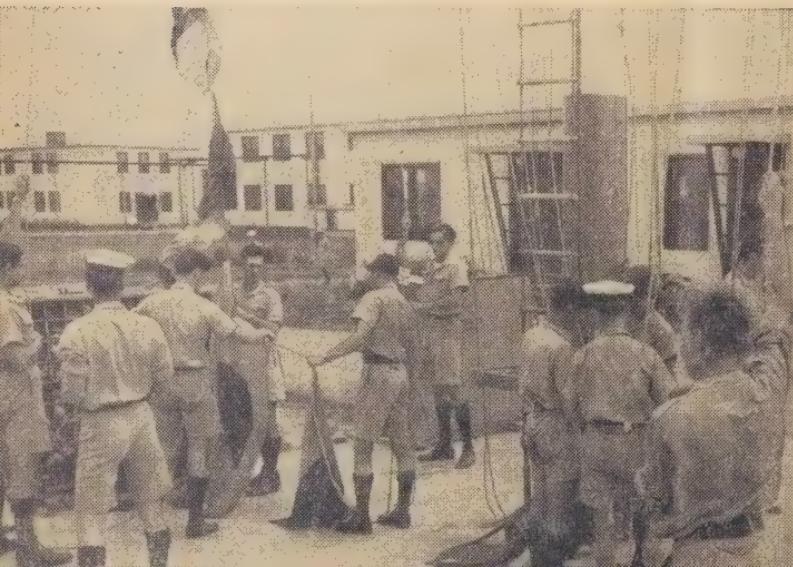
aircraft carriers, was in action with other Royal Navy ships against enemy shipping and shore installations on the Norwegian coast. Also taking part were the Canadian destroyers, H.M.C.S. *Sioux* and *Algonquin*.

Flying personnel on the aircraft carriers taken over by the Canadian Navy are British, as there is no Canadian fleet air arm. Scores of Canadians have, however, trained for flying duties with the British fleet air arm and are serving in all parts of the world. In September it was announced that the first four Canadian naval officers to take air training for eventual service with the Canadian Navy were graduating from No. 14 Service Flying Training School at Collins Bay, near Kingston, Ontario.

There is in all a group of 31 Canadian officers, all of whom are being trained with a view to service on Canadian aircraft carriers.

After further advanced training in the United Kingdom the Canadian naval fliers will serve with the Royal Navy, subject to recall by the R.C.N. for service in Canadian aircraft carriers or shore stations. The other Canadians taking the course will be graduated at the rate of four a month.

In the sinking of the Canadian corvette, H.M.C.S. *Alberni*, while on patrol duty in the English Channel, there were 31 survivors of the crew of 90. The sinking occurred as a result of an explosion from a mine or torpedo.



At St.
Hyacinthe,
Quebec, one
of the world's
largest naval
signal
schools,
signalmen
practice
complicated
code which
involves
more than
80 flags.

A new course is being given at the R.C.N. signal school, H.M.C.S. *St. Hyacinthe*, in the Province of Quebec. This is a signal course for senior officers that lasts seven months, qualifies the graduates for specialist duties and covers all forms of communications and radar. The course began in July and is the first given by the R.C.N. to offer qualifications equal to those gained from long courses given by the Royal Navy.

The signal training school is probably the largest training

centre of its kind in the British Commonwealth and Empire and possibly in the world. More than 3,200 men and women can be accommodated at one time. All communications subjects are taught, from semaphore signalling to the theory of radar and other branches of electronics.

Perhaps the most important task of the signal school is the training of hundreds of ratings who will be wireless operators, visual signalmen, radar operators and coders at sea.



GROSS VALUE OF CANADIAN MANUFACTURED PRODUCTS

	1939	1942	1943 (estimated)
Vegetable products	\$ 659,624,000	\$ 965,896,000	\$1,050,677,000
Animal products	461,983,000	861,191,000	965,689,000
Textile products	392,658,000	793,305,000	781,887,000
Wood and paper products	579,892,000	961,843,000	979,582,000
Iron and its products	553,469,000	2,112,822,000	2,319,533,000
Non-ferrous metal products	416,060,000	901,569,000	1,016,522,000
Non-metallic mineral products	208,167,000	358,075,000	378,691,000
Chemicals and chemical products	159,537,000	501,656,000	761,433,000
Miscellaneous products	43,393,000	97,438,000	139,149,000
 TOTAL	 \$3,474,783,000	 \$7,553,795,000	 \$8,393,163,000

War Diary



R.C.A.F. sergeant meets guard at Brussels Palace.



R.C.N. crews and French Commandos in Corsica.



Sept. 1. Dieppe falls to Canadian Second Division. Fall of Verdun, Arras, Vimy Ridge. Canadian motor torpedo boats break up enemy E-boat group. British Eighth Army penetrates Gothic Line defences at three points. Bulgarian government falls.

Sept. 2. First Canadian Army advances 60 miles from Rouen in two days. Pisa falls. Canadians drive at Gothic Line near Adriatic. British Empire casualties announced as 925,963 since start of war.

Sept. 3. British and United States forces sweep into Belgium. French and U.S. forces of Seventh Army enter Lyons.

Sept. 4. Canadians cross Somme in strength. British Second Army in fastest drive in military history. Brussels and Antwerp fall. Finland gives cease fire order to troops. Canadians six miles from Rimini. Advance British units cross Netherlands border.

Sept. 5. Three allied armies poised to strike at Siegfried Line. Russia declares war on Bulgaria. Announced that *Tirpitz* again raided in Norwegian fjord.

Sept. 6. U.S. Third Army across Moselle for assault on Reich. Ypres occupied. Bulgaria asks for armistice and declares war on Germany. Ostroleka, Poland gateway to East Prussia, taken. H.M.C.S. *Haida* participation in submarine sinking announced.

Sept. 7. British Second Army takes Ghent. Sedan captured. Romania at war with Hungary. Announced allied commandos invading Yugoslav coast for a week. Red Army over Greek frontier.

Sept. 8. Canadian Army takes Ostend and Nieuport. Liege captured by United States Third Army. British and Netherlands forces over Albert Canal. Russians plunge across Bulgaria border on 135-mile front. Black Sea port of Varna captured. U.S. carrier force destroys 52-ship convoy and 68 planes in raids on Mindanao.

Sept. 9. Russian operations against Bulgaria end officially. United States Seventh Army advances 31 miles in one day to within 25 miles of Belfort. Assault begun on Briancon.

R.C.A.F. ground crew load bombs for north Italy raid.

for September

Sept. 10. Churchill lands in Canada. United States First and British Second Armies join along Albert Canal. First shells fall on German soil. United States forces inside Luxembourg. Canadians enter Zeebrugge. Nearly 5,000 allied bombers out over Europe.

Sept. 11. Churchill and Roosevelt meet at Quebec. British Second Army in Netherlands. United States First Army invades Germany north of Trier. Russian patrols cross into East Prussia. U.S. Third and Seventh Armies join near Dijon. French take Dijon. Luxembourg city falls and country completely crossed. Three-day raid on Philippines begins. Sinking of H.M.C.S. *Alberni* announced. British launch offensive in lower Burma.

Sept. 12. U.S. forces make second crossing of German border near Eupen. Le Havre surrenders to British forces of First Canadian Army. Canadians pass Bruges. Palau Islands, 600 miles east of Philippines, shelled by battleships.

Sept. 13. First German town, Roetgen, taken. Canadian Army establishes bridgehead over Leopold Canal. Greatest air attack in history—5,000 to 6,000 planes drop 10,000 tons over Germany at rate of 10 tons a minute. Arrival of United States Ninth Army in France announced. Red Army reaches Czechoslovak border. Fall of Lomza on way to East Prussia. Two hundred Japanese planes destroyed in raid near Philippines.

Sept. 14. Canadian bridgehead over Leopold Canal given up. Red Army takes Praga, suburb of Warsaw. U.S. forces land on Morotai Island in Moluccas group, 300 miles from Philippines. Ten Canadian officers take part. Junction between Marshal Tito's Partisans and Red Army.

Sept. 15. Canadian Army again over Leopold Canal. Fall of Maastricht. U.S. infantry breaks through Siegfried Line near Aachen. Nancy falls. Four tons of bombs every minute for six days and nights rained over enemy. U.S. landing on Peleliu in Palau Islands, 515 miles from Davao. *Tirpitz* again bombed in fjord. Finns repel German invasion of island of Hogland.

R.C.E. clear mines for advancing infantry in Italy.



Canadian regiment enters town near Zeebrugge.



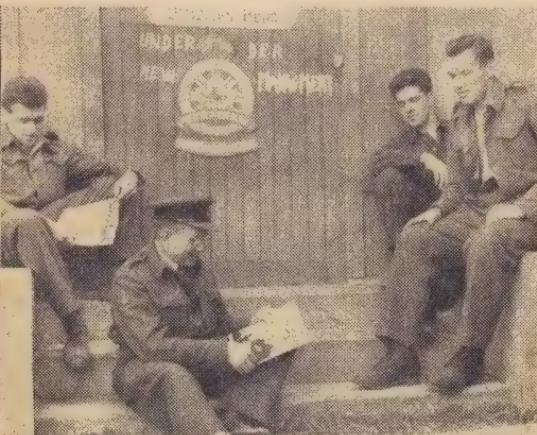
Prince David lands Moroccans in south France.



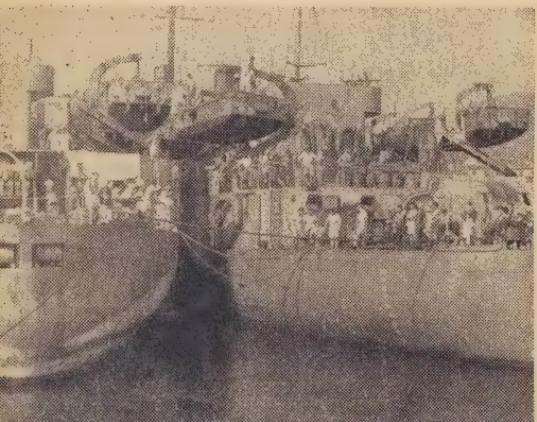
War Diary



House on Gothic Line is site for R.C.A. spotters.



Nazi "Officers' Home" houses Canadian Legion.



Sept. 16. Polish troops of Canadian Army enter Netherlands. Canadians take two strong points near Dunkirk. Quebec conference ends. Red troops pass through Sofia, Bulgarian capital. Twenty thousand Germans surrender to United States Ninth Army at Loire River.

Sept. 17. Allied First Airborne Army lands at several points in Netherlands. Canadian assault launched on Boulogne. United States landing on Anguar, second Palau Island, announced. United States 14th Air Force abandons air bases at Kweilin in China.

Sept. 18. Units of British Second Army join airborne army near Eindhoven. Carrier planes bomb Sumatra.

Sept. 19. Capture of Eindhoven. British Second Army advances 37 miles in one day. Canadians swarm through Boulogne. Belgian parliament opens. After being driven out nine times, Canadians take San Martino, near Rimini. Finnish armistice signed at Moscow.

Sept. 20. Brest capitulates. Rimini airfield taken by Canadians. United States Fifth Army breaks through Gothic Line on six-mile front north of Florence. Red campaign in Baltic breaking into Estonia. Complete conquest of Anguar Island. Heavy raid on Manila.

Sept. 21. Rimini falls to Greeks and Canadians. Canadian Army crosses into Netherlands. British troops cross Waal Rhine in Nijmegen.

Sept. 22. Boulogne surrenders to Canadians. Russians take Tallinn, Estonian capital, after 50-mile march in 24 hours. Raids on Philippines continue. Japanese capture Wuchow, 145 miles southeast of Kweilin.

Sept. 23. British tanks cross German border four miles east of Nijmegen. Canadians cross Marecchia River in Italy on way to Lombardy plain. Russian naval forces operating in Baltic after three years. British advance to within 20 miles of Tiddim, Japanese supply base in Burma.

Prince David and Prince Henry
—huge R.C.N. landing craft.

for September

Sept. 24. Canadian Army fighting five miles east of Antwerp. Eastern hinge of Gothic Line collapses. Fifth Army takes Futa Pass and advances 12 miles from Bologna. Liberation of Estonia virtually completed. Red Army crosses prewar Hungarian border and Czechoslovak frontier.

Sept. 25. Canadians enter outer Calais defences. Russians take Haapsalu, third port of Estonia. Results of September raids on Philippines by United States Third Fleet: 122 ships, 61 small craft sunk; 137 ships, 109 small craft damaged; 380 planes in combat and 598 on ground destroyed.

Sept. 26. News blackout concerning army operations in Netherlands. Canadian Army credited with capture of 60,000 Germans in France and Belgium. Canadians cross Rubicon with British. Estonian coast cleared. Superfortresses bomb Anshan in Manchuria.

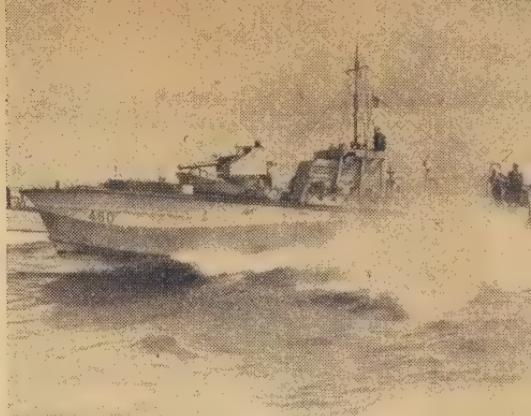
Sept. 27. Arnhem airborne troops escape to south bank of Rhine. Of original force of between 7,000 and 8,000, nearly 1,800 escape and 1,200 wounded left behind. Announced allied seaborne and airborne troops landing in Albania since September 16. British hold corridor to Rhine. R.C.A.F. bomber group sends out largest force of war.

Sept. 28. Canadians take Calais citadel overlooking port. Heavy R.C.A.F. raid on Cap Gris Nez area. British Second Army turns west in Netherlands. Russians three miles into Czechoslovakia from Poland. Reds fighting in Yugoslavia. British commandos land on Greek island of Kitchera with help of Canadian navy.

Sept. 29. Cap Gris Nez guns and fortifications fall to Canadians, 24-hour truce to allow Calais civilians to be evacuated. Two R.C.A.F. Spitfire wings down 19 of 22 enemy aircraft destroyed. U.S. forces' seizure of two more Palau Islands announced. U.S. Seventh Army 11 miles from Belfort.

Sept. 30. Fall of Calais after six-day attack. Canadian artillery operating in Scheldt area. U.S. heavy bombers raid enemy oil centre in Netherlands Borneo.

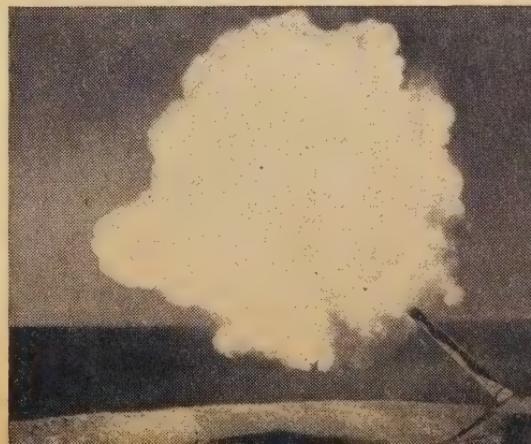
Dover coast gun supports Canadian advance on Calais.



Canadians man two flotillas of powerful MTB's.



Another railyard blasted by R.C.A.F. "heavies"



CANADIAN WAR PRODUCTION

To August 31, 1944

(Preliminary Figures)

SHIPS

Cargo ships, 10,000-ton	285
Cargo ships, 4,700-ton	23
Total cargo ships	<u>308</u>
Tankers, 3,600-ton	4
Tankers, naval	2
Total combat vessels	<u>435</u>
Powered cargo lighters	1,272
Tugs	124
Other vessels, 100 feet and up	17
Small craft with power	475
Barges and other small craft without power	<u>5,000</u>

AIRCRAFT

Service aircraft	4,006
Advanced trainers	5,765
Elementary trainers	3,686
Total	<u>13,457</u>

VEHICLES

Motor vehicles	659,100
Armored vehicles, tanks, self-propelled mounts, universal carriers, etc.	40,000
Total	<u>699,100</u>
Locomotives	229

COMMUNICATION EQUIPMENT

Units	322,373
Value	<u>\$302,000,000</u>

INSTRUMENTS

Units	404,952
Value	<u>\$104,000,000</u>

GUNS AND SMALL ARMS

Machine guns, rifles and mortars	1,305,884
Guns or barrels or mountings	118,000
Heavy ammunition, filled	100,000,000
(In addition, some 25,000,000 shells, cartridge cases or other components have been shipped abroad.)	units

SMALL ARMS AMMUNITION

(This figure includes 37,000,000 rounds of 20 millimetre ammunition for guns firing fused shells.)

4,000,000,000
rounds

CHEMICAL EXPLOSIVES

1,374,526
tons

Wartime Agricultural Production



DURING the war demands have been made on the Canadian farmer from five principal sources. First, the needs of the Canadian armed forces and ships' stores had to be met. Then domestic requirements increased in quantity as the war extended. Shipments of food to the United Kingdom and other allies have made heavy demands. Parcels for Canadian and allied prisoners-of-war have taken and still take a great deal of food—much more than is generally supposed. Finally, increasing in demand and importance as the war draws nearer its close, is the need for food for international relief.

The result of all these demands being made on the Canadian farmer at one time has been that agricultural production in Canada during the war has been increased 50%.

Food for Troops.—The problem of supplying Canadian forces and provisioning ships' stores was virtually non-existent before the war, yet by 1941 these requirements were taking 32,500 tons of meat, 57,000 tons of vegetables and 5,800,000 dozens of eggs from Canadian production. In 1943 the armed services in Canada took 52,000 tons of meat, 105,000 tons of vegetables, 19,500,000 dozens of eggs. The

armed forces' requirements in Canada for other food commodities have increased similarly.

Feeding the Home Front.— Because so much food is required by the armed services in Canada does not mean that total domestic consumption has decreased by that amount during the war. Although it is true that most of these fighters were civilians before the war, and the food they ate was reckoned as part of the domestic consumption, there are two factors to be considered. One, the civilian-turned-soldier eats more than he did in civil life because of the conditions of his new job. Many men went from sedentary occupations in civil life into the active life of the soldier and became heartier eaters. Then, since the war, there is more employment for the people who remain in civil life and consequently they have more money to buy more and better food. The result of all this is that there is an increasing demand on food production in every direction.

A survey made by the Combined Food Board on food consumption levels in Canada, the United Kingdom and the United States showed that the average

Canadian used 18% more milk and milk products in 1943 than he did in the period from 1935 to 1939. He used 24% more eggs, 20% more tomatoes and citrus fruit, 12% more meat.

Canadian food levels in 1943 were about the same as in the United States. Food supplies reaching the average citizen in the United Kingdom were fewer than those in the other two countries.

Supplies for British Allies.—

At the outbreak of war the United Kingdom turned to Canada for increased supplies of bacon, eggs, evaporated milk and cheese. Orders were also received for dried fruits, tobacco and canned tomatoes. Then in mid-1941 Canada was asked to supply increasing quantities of bacon, hams, and other cuts. Earlier it had received large orders for eggs. In 1941 Canada had to restrict domestic consumption of bacon and cheese.

The entry of Japan into the war cut off important sources of food supply in addition to complicating shipping in the Pacific zone and necessitated the stepping up of production to take care of the losses, particularly in the direction of oils and fats.

Shipments of Canadian bacon to the United Kingdom year by year have been as follows:

	Pounds
1940.....	331,000,000
1941.....	425,000,000
1942.....	600,000,000
1943.....	675,000,000
1944 (To end of September)	529,000,000
TOTAL.....	2,560,000,000

Cheese shipments in the war years to the beginning of April, 1944, were:

	Pounds
1940.....	93,000,000
1941.....	115,000,000
1942.....	142,000,000
1943.....	115,000,000
TOTAL.....	465,000,000

The present cheese agreement with the British Ministry of Food, which will be completed at the end of March, 1945, is for 125,000,000 pounds.

Shipments of eggs since 1939 to the end of August, 1944, were:

	Cases
1939.....	34,394
1940.....	355,910
1941.....	511,220
1942.....	1,251,198
1943.....	1,121,427
1944 (To end of August).....	2,572,911
TOTAL.....	5,847,060
	(175,411,800 dozen)

An agreement between Canada and the United Kingdom calls for the supply of a minimum

of 100,000,000 pounds of beef in the two years 1944-45. From January 1 to September 30, 1944, 70,000,000 pounds have been shipped, and it is expected fully 100,000,000 pounds will be shipped by the end of the year.

To the end of March, 1944, Canada had shipped 2,377,362 cases of evaporated milk (there are 48 one-pound tins to a case). The present contract with the British Ministry of Food is for 300,000 cases. It extends from April 1, 1944, to March 31, 1945.

The United States is Canada's next best customer so far as the export of food products is concerned. The value of such exports to the United States has been as follows:

1939.....	\$112,206,000
1940.....	100,590,000
1941.....	124,080,000
1942.....	126,745,000
1943.....	291,179,000
1944 (eight months)	294,352,000

The value of exports of food products to all countries for the same period has increased as follows:

1939.....	\$310,999,000
1940.....	350,924,000
1941.....	448,785,000
1942.....	462,778,000
1943.....	703,821,000
1944 (eight months)	664,016,000

Prisoners' Parcels.—Provision of food parcels for prisoners-of-war constitutes an appreciable drain on Canadian food supplies. By arrangement with the British Red Cross the Canadian Red Cross furnishes two-thirds of all food parcels sent to allied prisoners except those from the United States, and the British Red Cross provides clothing and medical supplies.

The new Red Cross program calls for the packing of 190,000 food parcels a week in Canada in an attempt to send one parcel per man per week. This is an increase of 90,000. The cost of these parcels will be \$24,700,000 in 1944. It includes 80,000 parcels a week for British prisoners (including Canadian) in Europe, 80,000 a week for other allied prisoners in Europe, and 30,000 for British prisoners and civilians in the Far East. At present the Canadian Red Cross is budgeting to pay \$5,500,000 of the total. The British Red Cross pays \$5,395,000; the Australian Red Cross contributes \$1,105,000. The payment of the balance is under consideration.

These parcels are not sent individually to prisoners, but are distributed by the International Red Cross Committee in Geneva.

The purpose of the food parcels is to supplement the prisoners' diet from a nutritional standpoint. The parcels are standardized, and the maximum weight of each is 11 pounds. Each contains:

16 oz. whole milk powder
16 oz. butter
4 oz. cheese
16 oz. jam or marmalade
10 oz. pork luncheon meat
8 oz. salmon
4 oz. sardines or kippers
8 oz. raisins
8 oz. dried prunes
8 oz. sugar
12 oz. corned beef or other meat
16 oz. pilot biscuits
1 oz. salt and pepper
4 oz. tea
2 oz. soap
8 oz. eating chocolate

To August 31, 1944, the Red Cross had sent 11,327,974 parcels overseas.

International Relief.—Demands of international relief on Canadian food production cannot yet be accurately estimated. Canada has taken a leading part in the United Nations Relief and Rehabilitation Administration. As one of the world's great food producers it may be called on to supply a considerable part of UNRRA food requirements. Each month Canada sends 15,000 tons of wheat as a gift to Greece.

WARTIME INFORMATION BOARD PUBLICATIONS

IN addition to CANADA AT WAR, certain other reference material dealing with various aspects of Canada's war effort is available in limited quantities on request. It may be obtained by writing to the Wartime Information Board, Ottawa. Such material includes:

- Reference Papers** (issued irregularly)—Recent numbers deal with:
The Royal Canadian Navy.
Canada (its geography, population, history, constitution and war effort).
Canadian Prisoners of War.
Canadian Food and Agriculture in the War.
Canadian War Service Voting Regulations.
Canadian Schools and Universities in Wartime.
R.C.A.F. Personnel Counselling Program.
Canadian Merchant Seamen.

Facts and Figures Weekly—a summary of significant Canadian events.

Airmail Bulletin—a daily summary of developments in Canadian affairs, prepared for distribution among Canadian offices abroad. It is available to Canadian business houses desiring to forward it to overseas representatives.

Postwar Planning Information (issued fortnightly)—a continuing survey of post-war planning in Canada.

Consumer Facts—a monthly bulletin of background information designed especially for teachers of home economics, writers, broadcasters and group teachers. It summarizes government orders affecting consumers.

Home Front Bulletin—a weekly bulletin containing current information of interest to women. It is designed for display in schools, libraries, etc.

Canadian Affairs—a bi-monthly educational service for the armed forces in Canada and overseas, with a limited civilian distribution. Among home edition articles available are:

- | | |
|--------------------------------|-------------------------|
| Future for Fighters. | Canada and the U.S.S.R. |
| The New North. | Wealth in Wood. |
| Canada as a Pacific Power. | The Prairie Provinces. |
| Canada—World Trader. | Power for Prosperity. |
| Canada and the Post-War World. | Ontario. |
| People on the Land. | Canada and UNRRA. |
| Canada's Constitution. | Will There be Jobs? |
| A Film Policy for Canada. | The Maritimes. |

Canadian Affairs Pictorial—a monthly pictorial sheet (24 by 36 inches) supplementary to CANADIAN AFFAIRS, with a limited civilian distribution. Pictorials available include:

- | | |
|-----------------------|--------------------------------|
| Canada—World Trader. | The Prairies and Their People. |
| Controls for Victory. | Ontario. |
| The New North. | The Maritimes. |
| Wealth in Wood. | |

Graphic Sheet Series—in which various problems are dealt with for the benefit of industrial workers and trade union members; for use as enclosures, pay envelope stuffers, pin-up sheets, etc. Among issues available are those on:

- | | |
|-------------------------|-------------------------------|
| Income Tax. | Labour-Management Committees. |
| Unemployment Insurance. | V.D. in Industry. |
| Inflation. | |

Wallnews—a monthly two-color wall news-sheet (24 by 36 inches) containing news of the war and production fronts, photographs, charts, war maps, cartoons, etc., with a poster on the reverse side. It is available in quantity for posting in industrial establishments, labour centres, etc.

A. P. Henry.

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186500-10-44 (W.I.B. PR. 150) K.P. 18033

PRINTED IN CANADA